

Amendments to the Specification:

The paragraph beginning at page 1, line 5, is amended as follows:

-- This application is a continuation-in-part application of United States patent application serial no. 10/125,601, filed April 19, 2002 (now United States Patent 6,644,251), and claims priority of German patent application 101 19 282.7, filed April 20, 2001. --

The paragraph beginning at page 5, line 27, is amended as follows:

-- FIG. 11 is a perspective view of a cylinder from below with portions ~~cutaway~~ cut away to show the transfer channel; --

The paragraph beginning at page 7, line 15, is amended as follows:

-- In the embodiment shown, the membrane 21 is supported by an essentially stiff membrane carrier 24. The membrane 21 is made of a flexible material and is held at least in the region of the attachment end 22 on the membrane carrier 24. The membrane carrier 24 and the membrane 21 lie in a recess 25 in order to influence the flow in the transfer channels (14, 15) as little as possible and to not disadvantageously narrow the channel cross section. The recess 25 is configured in the outer channel wall of the transfer channel 14. The membrane carrier projects (as does the membrane 21 itself) up to in front of the opening 23 of the bypass channel 18. The

membrane carrier has a through opening at the elevation of the opening 23. In the embodiment shown, an opening 26 is provided in the free end of the membrane carrier. This opening is configured approximately the same as the cross-sectional area of the opening 23 and is preferably greater than this opening 23. In the open state, the membrane 21 lies on the membrane carrier 24 and, for this reason, the free end of the membrane is bent out of the recess 25 and projects into the transfer channel 14. In the open state, essentially fuel-free gas flows into the transfer channels in accordance with the arrows shown, until the pressure increases in the crankcase because of the downwardly traveling piston. The pressure is also present in the transfer channels (14, 15) and effects a closure of the membrane ~~valve 21~~ valve 20 which transfers reliably into the closed state because of the provided opening 26. The opening 26 furthermore ensures that gas, which flows from the crankcase through the transfer channel into the combustion chamber is not hindered by the membrane carrier projecting into the transfer channel. --

The paragraph beginning at page 8, line 18, is amended as follows:

-- The first projection 27 is configured in the manner of a cylinder bushing which lies with an ~~approximate~~ approximately precise fit in a through bore 31 for an attachment screw 29. The attachment screw 29 engages with a winding section into the cylinder bushing of the projection 27. The head of the attachment screw 29 is supported on an outer step 32 of the cylinder 4. This has the consequence that, when rotating the attachment screw 29 in the projection 27, the projection seats tightly in the through bore 31 as an assembly aid whereby the

membrane carrier 24 is fixed in the region of the open end 16 facing toward the crankcase. The membrane carrier 24 is reliably held in the ~~recess 21~~ recess 25 by the external attachment screw 29. --

The paragraph beginning at page 9, line 27, is amended as follows:

-- In the embodiments of FIGS. 1 to 3, separate bypass channels (18, 19) are led to the membrane valves 20 in the transfer channels (14, 15), respectively. As shown in FIG. 3, these bypass channels (18, 19) are inserted as insert channels into the outer cylinder wall. Essentially fuel-free gas, that is, air, is distributed via a distributor 34 to corresponding ones of the bypass channels (18, 19) which are assigned to respective transfer channels (14, 15) on respective sides of the cylinder 4. The distributor 34 can be connected to an air throttle path 35 or even to a carburetor. The carburetor 37 is connected via a linkage 36 to the control of the carburetor which prepares the air/fuel mixture. The air ~~travel~~ throttle path 35 and the carburetor 37 are connected in common to the base 38 of an air filter 39. --

The paragraph beginning at page 12, line 13, is amended as follows:

-- The insert part 45 is configured separately from the cylinder 4 and is machined in a simple manner outside of the cylinder so that a configuration of the seal seat 46 can be undertaken which satisfies the requirements of the membrane valve 20. The plate-shaped insert part 45 includes a flow opening 47 at the elevation of the ~~opening 43~~ opening 23. The

flow opening 47 lies approximately coincident with the opening 23 and establishes a connection between the bypass channel 18, which supplies the air, and the transfer channel 14. The flow opening 47 is opened and closed by the membrane 21. The membrane 21 is supported by the membrane carrier 24 in the open position of the membrane. --

The paragraph beginning at page 13, line 3, is amended as follows:

-- When inserting the plate-shaped insert part 45, the end 49, which lies forwardly in the insert direction, is guided into the assembly slot 51. The assembly slot 51 is so configured that the end 49 of the plate-shaped insert part 45 is accommodated with slight play. After the projection 27 is guided into the through bore 31 of the cylinder 4, attachment means are applied radially from the outside and are formed by attachment screws 29 and 53. The end 49 of the plate-shaped insert part 45, which lies in the assembly slot 51, is penetrated by the attachment means 53. The attachment screw advantageously engages with a thread in the material of the cylinder ~~head 4~~ head 3. --

The paragraph beginning at page 14, line 10, is amended as follows:

-- An opening 63 is formed in the connecting section 61 of the membrane 21 and this opening is preferably configured as a slot 64 aligned in the longitudinal direction 65 of the connecting section 61. In the open position of the membrane 21 shown in FIGS. 12 and 13, the membrane lies against the membrane carrier 24 and the opening 63 (that is,

the longitudinal slot 64) overlaps with the longitudinal slot 24c in the membrane carrier 24. In this way, in the open position of the membrane 21, a passthrough is formed which defines a direct connection from the rearward side of the membrane carrier 24 to the forward side of the membrane 21. In this way, and for the open position of the membrane 21, the fuel-free gas, which enters via the opening 23, can not only flow into the transfer channel (14, 15) by flowing around the connecting ~~section 62~~ section 61 and the membrane carrier 24 but also along a direct path into the transfer ~~channel (15, 16)~~ channel (14, 15) via a direct path through the opening 63 in the membrane 21 and through the longitudinal slot 24c in the bifurcated end of the membrane carrier 24. --